



**Moving** from, around and towards  
residential areas in the Olympic Park area

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State of the **Legacy**

interrogating a decade of  
'Olympic regeneration' in  
east London

Sept 12, 2022

Catalina Morales Maya  
Architect | MSc in Architecture and Urbanism  
Lecturer in Architecture. UWE, Bristol  
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“Inclusive Building and Neighbourhood **Design and Actual Space Performance**. Objectives and opportunities in residential buildings and mesoscale urban spaces in London, UK”.



# Olympic Park Area

Inclusive Building and Neighbourhood Design and actual space performance in residential areas, from the end-user perspective

Who knows better how well a space is performing **than people who use it?**

## Opportunity

Large project

Multiple space typologies

Wide application of high-level Inclusive Design provisions

# Just ask

Post occupancy Evaluation | **POE**

“process of **understanding how well a building meets the needs** of clients and building occupants”

(RIBA, 2016)



Access and inclusion are addressed individually by each site

Someone else's site  
+  
Someone else's site  
+  
Our Site  
+  
Someone else's site



There is the expectation that when put together, they will create an overall accessible/inclusive built environment  
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## Our Site

- \* Built before Regulations and standards were in place
- \* Poor condition, deterioration over time (tear and wear, lack of maintenance, misuse)
- \* Lack of continuity

## 'Bubble effect'



... but this is rarely the case.





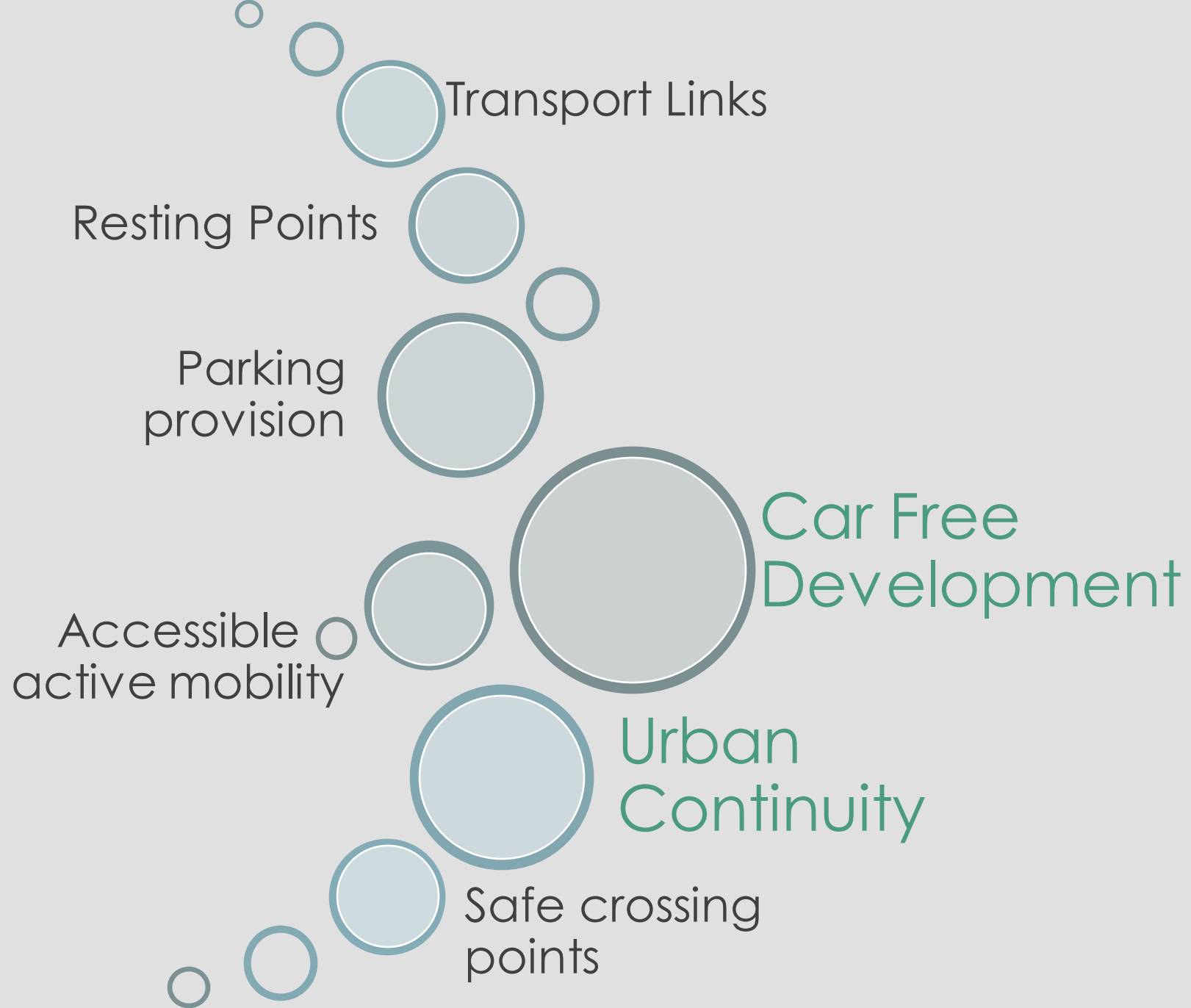




# Moving

from | around | towards

Key Findings



Car Free Development

“ I used to joke and say oh, I’m going to be living in Stratford, near Paris”  
(Research Participant)

## Very well connected

(Access to the Tube station, Stratford coach station, Stratford International, The DLR).

## At easy, walking access

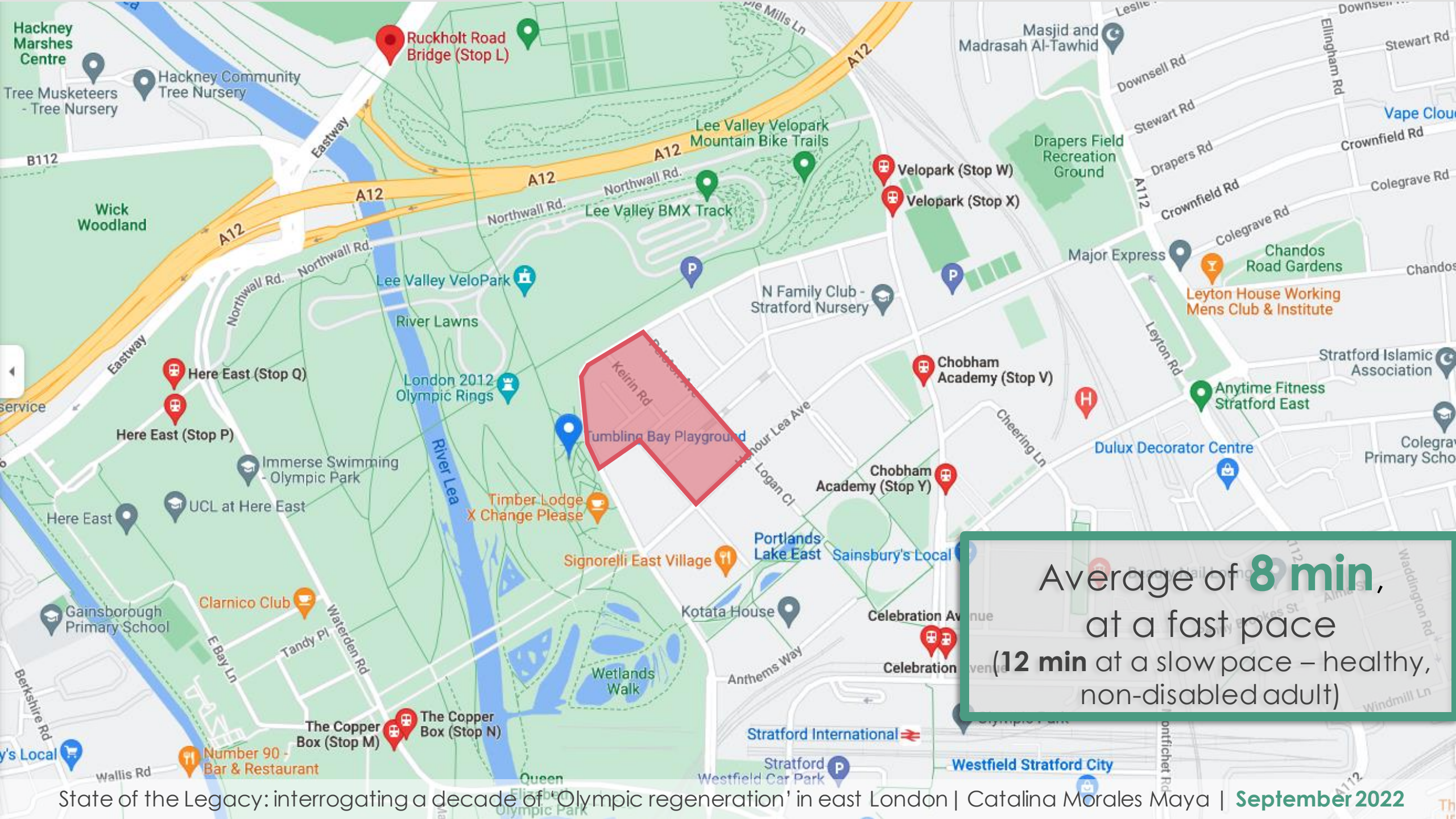
What is a reasonable walking distance? For whom?

**Available Drop-off and pick-up designated points**  
Close to the entrances.



Bus stop near Olympic Park Area.  
Image: photo by C Morales Maya

# Public transport Links



Average of **8 min**,  
at a fast pace  
(**12 min** at a slow pace – healthy,  
non-disabled adult)

## Resting spaces available at frequent intervals

Provide a variety of seating types (different needs)

What happens in adverse weather?

How many stops to rest are reasonable to conduct everyday activities?

# Resting points



## Blue Badge Parking bays

What about **other additional support needs** not covered by the badge?

(Visiting older adults with reduced mobility, parents with small children, pregnant women...)


## Carbon emissions reductions

Who is bearing this burden?

# Parking provision

“ within Chobham Manor and if you go towards the Olympic park, **it's brilliant, but we live in a bubble here**, because first of all you don't really notice it [...] when my youngest was 6 months old, I took her to London Fields, and you notice **how hard it is to get around in an older neighbourhood...**”

(Research Participant)



**Controlled and/or  
uncontrolled crossings,  
dropped kerbs, clear  
circulation lines and well  
maintained, unobstructed  
pavements**

**Proper resolution  
(beforehand) of possible  
circulation conflicts**

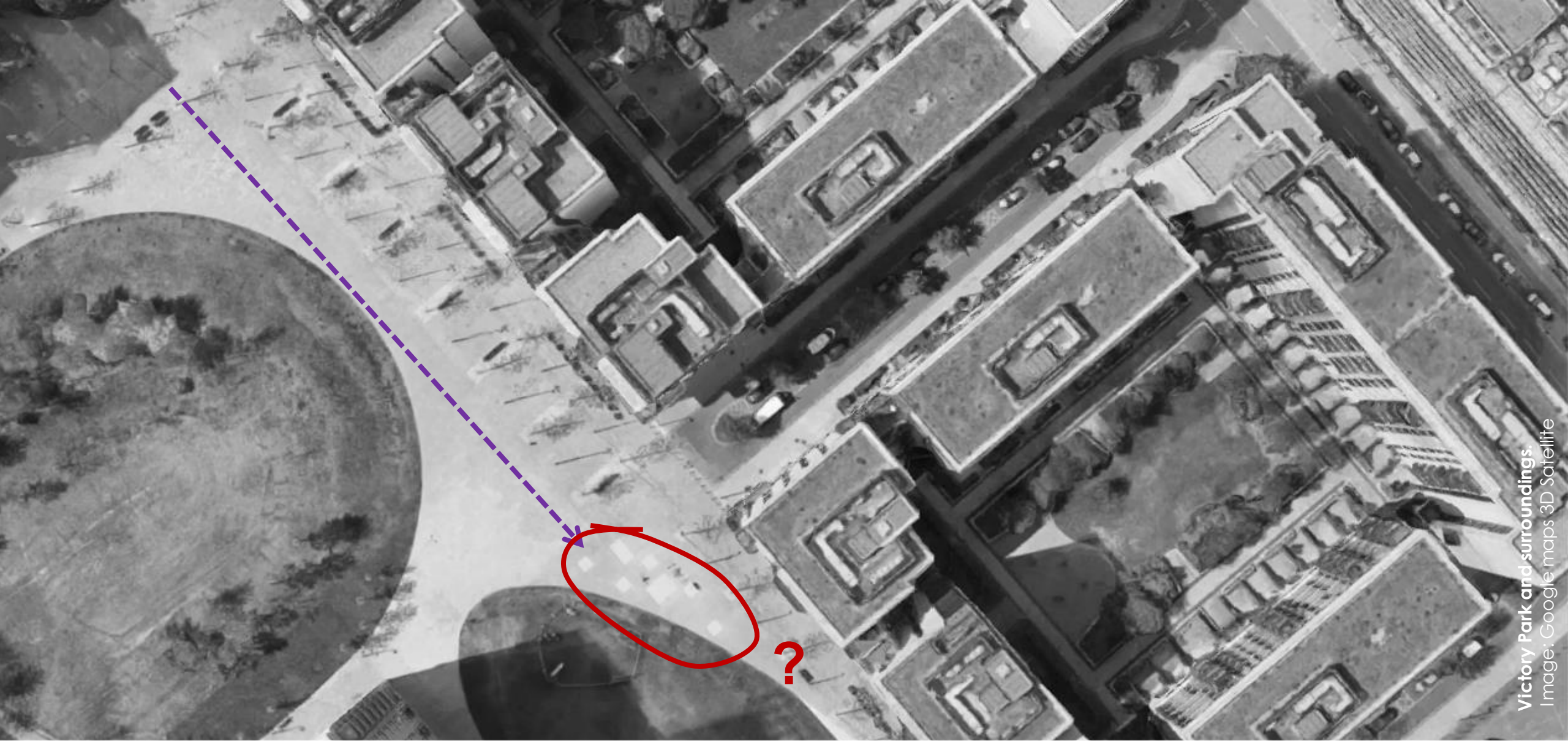
Between different means of transport

# Urban continuity



Victory Parade section 1 and section 2.  
Image: photo by C Morales Maya

# Urban continuity



Victory Park and surroundings.  
Image: Google maps 3D Satellite

# Urban continuity

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Crossing in Peloton Ave. to Rain Garden. Chobham Manor.  
Image: photo by C Morales Maya

## Controlled crossing on busy roads and junctions

Where pedestrians find it hard to cross on their own, specially for those who find it (physically or mentally) hard to accommodate to changing circumstances

**Barriers aimed at restricting behaviour for safety purposes.**

With a disproportioned effect on one sector of the population.

Availability of dropped kerbs in Honour Lea Avenue

# Safe crossing

Barriers at one stage of the built environment, can **discourage people from venturing into other areas**, due to the challenges they may have to face, when getting or being there. It could even prevent some, from **going out/visiting at all**.

**Compliance** with standards does **not** necessarily mean an **optimal space solution**.

The presence of **noncompliant elements** do not necessarily render a space **inaccessible or unusable**.



Design solutions should be **approached /reviewed from a diversity of points of view**, which incorporate different **'life experiences'**.

Avoid reductionist approaches to design.



Setting **monitoring** goals and processes, would provide key opportunities for **getting feedback on what is working, what is not, and why**.





# Thank you!

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